


of dealing with them are best able to police them on opinion in how these police animals should be treated in a prison. British Colony—No suggestion is made that they should be treated with undue severity. The humanity which is the outcome of modern Western civilization would be a sufficient safeguard against unduly harsh treatment. But a Chinese criminal, imbued with Oriental notions of right and wrong, more especially in relation to the property and persons of those he is pleased to call "foreign devils," reared under a system of Government so totally different from that in Western nations, accustomed to a lower style of living than the peoples of the West, cannot be placed on the same plane even with the felons of

These considerations probably weighed but very little in the outburst of popular indignation which met the original proposal of a new Colonial Office, on which it was proposed to proceed financially did not recommend themselves either to the majority of the Universal Members of Council or to the general public, and the opposition was so strong that the matter was shelved. But it was not finally disposed of. For some time, it has been withdrawn from its present-idea at the Colonial Office, and possibly has been brought to bear upon successive Governments to hear it carried through. Every attempt to saddle the Colony with the expenditure has met with consistent opposition, and it was only on the arrival of Sir William Robinson that a deter-

uined effort was made to grapple sensibly with the difficulty. It must be said to his credit that he recognized the strength of the opposition and the reasonableness of the arguments brought forward against the original proposal. And recognising this, and presumably having made himself acquainted with the conditions of prison life in Hongkong, and above all having in Hong-

the increased efficiency of the police force and the steady diminution in crime, His Excellency succeeded in persuading the Colonial Office to agree to a very modified scheme, by which the proposed expenditure was reduced from £600,000 to £250,000. This scheme was the outcome of a conference of a special committee composed of the

Director of Public Works, the Captain Superintendent of Police, and Mr C. P. Clatter, but it was arrived at upon a unanimous vote placed before the Committee, and when the announcement was made that the sum of £11,150,000, which had been voted last November that a sum of £250,000 should be required it led to another popular outburst, and was nearly, as Mr Whitehead hinted, leading up to a constitutional crisis. His Excellency said in Council, 'I strongly recommend you to accept this solution of the difficulty, and by agreeing to the report of the Committee and by consenting to the Loan, to give me power to carry out without unnecessary delay, the sug-

The Unofficial Members deserve to be heartily congratulated upon the victory they have obtained. To reduce an item of expenditure from \$800,000

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or \$700,000—with the probability, judging from past experience, that it would reach \$1,000,000—to the comparatively moderate sum of \$86,000 is a victory of which they may well be proud, and let us hope it is but the precursor of greater victories in the future. It is well to remember, however, that this could not have been accomplished if the Unofficial

Members but not displayed unanimity and persistency in their opposition. In the opinion of a skilled man like the Colonial Secretary they may not have shown much capacity for administrative work, but they at least know local requirements better than the official legislators with which Downing Street supplies us. It would, of course, have

be more satisfactory to the taxpayers if it had been determined not to spend a dollar on the Gaol, but alterations are certainly needed, and these can be effected satisfactorily without exceeding the sum agreed to be spent on Gaol extension and improvement.

The outrageous abuses and flagrant

injustice involved in the kidnapping of coolies in South China for the Cuban market, about thirty years ago, were steadily denounced in these columns for years and until the trade was finally stopped. Those of our readers who have perused the series of articles which we published under the heading of 'Piracy in the China Sea,' would be able to form some idea of the wholesale and

trade was fed by the racially kidnappers in these days of rapine, murder and lawlessness. The root of the trouble, was afterwards shown pretty conclusively, was in the wholesalers capturing of Chinese, the holding them by force and shipping them like cattle to the so-called 'land of their adoption.'

We have always maintained that the coolie-catchers and the coolie-shippers were responsible for the terrible tragedies which in course of time marked the progress of that iniquitous traffic. For commenting freely and independently upon the part which the Chinese authorities took, or failed to take, in this detestable traffic, the then proprietor of the *China Mail* (Mr

...A. Saint) was proceeded against on criminal information for libelling the Governor of the Holy City (Senhor Doria). The then Attorney General for Hongkong (Sir Julian Pauncefote) appeared for the prosecution, and we shall not readily forget the sensation caused by the appearance of Governor Doria in the Supreme Court of Hong-

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAYE AND BORDEAUX.

1893
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 4th October,
1893, at Noon, the Company's S.S.
MELBOURNE, Commandant Vincent,
with MAILS, PASSENGERS, SPOKE,
and CARGO, will leave this Port for the
above places.

Cargo and Spools will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon. Cargo will be received on board until 4
p.m. Spools and Parcels until 3 p.m. on the
3rd October, 1893. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

Contents and value of Packages are re-
quired. For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, September 20, 1893. 1634

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) THURSDAY, Oct. 5, at 1 p.m.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 17, at 1 p.m.

Pearl (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 4, at 1 p.m.

THE U. S. Mail Steamship CITY OF PEEZING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA AND YOKOHAMA, on THURSDAY, the 4th October, at 1 p.m., taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Office of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freights will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 21, 1893. 1643

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaar is superior to Copaiba, Cubebs, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name SANTAL-MIDY in black letters, without which none are genuine.

SANTAL-MIDY Beware of all cheap imitations. All cheap imitations contain impurities, resin, etc., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. Watson & Co., Chemists.

SAILOR'S HOME.
ANY Case of Clothing, Books, or Papers will be cheerfully received at the SAILOR'S HOME, West Point.

Address: Care of Superintendent.

Mails.

NOTICE.
NORDEUTSCHER LLOYD.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 10th day of October,
1893, at 3 p.m., the Company's S.S.
S.S. PREUSSER, Captain D. HOEGEMANN,
with MAILS, PASSENGERS, SPOKE,
and CARGO, will leave this Port for the
above places.

Shipping Orders will be granted till
Noon, on Saturday, the 14th October,
Cargo and Spools will be received on
board until Noon, on Monday, the 16th
Oct., and Parcels will be received at the
Agency's Office until Noon on SUNDAY,
the 16th Oct. Contents of Packages are re-
quired. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure.

The Steamer has splendid Accommoda-
tion and carries a Doctor and Steward.
Linen can be washed on board.

For further Particulars, apply to
MELOHEIM & Co.,
Agents.

Hongkong, September 22, 1893. 1650

Intimations.

"KEATING'S LOZENGES."
"KEATING'S LOZENGES."

"A SIMPLE FACT ABOUT 'KEATING'S COUGH LOZENGES.' Ask throughout the world, in any country, they are known, you will find them largely sold. There is absolutely no remedy like this in any other form, and it is the most delicate and safe in the most delicate cases of Cough, Croup, and Whooping Cough."

"A TERRIBLE COUGH."
"A TERRIBLE COUGH." "Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had your 'Keating's' lozenges, I have been able to get rid of it without difficulty—I am six years truly, a MILL."

"UTTERLY UNRELIABLE."
"UTTERLY UNRELIABLE." The above speaks for itself. From strict inquiry it appears that the benefit from using Keating's Cough Lozenges is not only a relief, but a cure. The lozenges are made by a specialist, Dr. E. T. Keating, of St. Bartholomew's Hospital, and the opinion of the only medical officer in the service of the Lozenges. So successful are they that an immediate benefit, additional from the nature of the case, the throat irritation is intense.

Weight in Gold.
Weight in Gold. "I have been long since been dead, but for your Lozenges, my wife and I would not have been so long in the world. I will gladly say and tell anyone what a splendid cough remedy they are."

Keating's Cough Lozenges, the unrivaled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES are sold in bottles by all Chemists.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silver Smiths,
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOYAGEUR'S CELEBRATED
BINOCULARS AND TELESCOPES,
RETINA, LIGNO and OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE,
Chronicle & Co.'s ELECTRO-PLATED WARE,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 743

THOMAS'S GRILL ROOM.
THE Undersigned has always thought
that such a place as this—First-class
in every detail—was the one thing needed
to fit in between HOTEL LIFE and the
PRIVATE BOULEVARD-ROCK. Visitors may
have their choice of Grilled CHOPS or
STEAKS at any hour of the Day or
Evening, up to 11 o'clock, or later if notified.
I am also prepared to Supply MEALS to
PRIVATE PARTIES per Menu or Order, they
sending Dishes, etc., for same and Cash.

For monthly Board, \$35 for 1 person.
Tiffin, \$10 per month.
AMERICAN FROZEN OYSTERS always
on hand and served in every style.

Breakfast, \$0.50
Dinner, \$0.75
Supper, \$1.00

SPECIAL TIFINS AND DINNERS can
be arranged for at Short Notice.

W. THOMAS,
Proprietor.

Hongkong, May 1, 1893. 812

PORTLAND CEMENT.

MANUFACTURED
BY
THE ONODA CEMENT CO.

AND
THE NIHON CEMENT CO.

THE Undersigned are now prepared to
EXECUTE ORDERS
AT MODERATE PRICES.

ITSUITS BUSSAN KAISHA,
Sole Agents.

Hongkong, September 13, 1893. 1699

PRIVATE BOARD AND RESIDENCE
FOR LADIES AND GENTLEMEN. Special
attention to Ladies' comfort. Accommoda-
tion for Table D'Hotel. Central situation.

Mrs. MATHER,
2 and 3 Paddar's Hill.

Hongkong, July 24, 1893. 1287

Intimations.

"FITS LIKE A GLOVE."
THOMSON'S
Glove-Fitting
CORSET.
The Perfection of Shape,
Comfort, and Durability.
Approved by the whole
of the world.
SALE OVER ONE
MILLION PAIRS
ANNUALLY.
To be had of all
Dealers throughout the
World.

ALLEN FIRST MEDAL.
MANUFACTURED BY W. E. THOMSON & Co., Limited,
See that every Corset is marked "Thomson's Glove
Fitting," and bears our Trade Mark, the Crown. No
others so genuine.

WINE AND SPIRIT MERCHANTS,
13, QUEEN'S ROAD,
HONGKONG, AUGUST 18, 1891. 1612

CALBECK, MACGREGOR &
Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD,
HONGKONG, AUGUST 18, 1891. 1612

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1893. 1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
AND CALL AT VICTORIA, B.C., to land and embark passengers.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA, B.C.),
TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, 6,000 Tons, WEDNESDAY, 4th October.

EMPEROR OF CHINA, 6,000 Tons, WEDNESDAY, 1st November.

EMPEROR OF INDIA, 6,000 Tons, WEDNESDAY, 29th November.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN,
and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway is said to be of any other
Trans-Continental Route.

Passengers booked to all the principal ports in Canada and United States, and also
through to Great Britain and the Continent at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-
turning at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval,
Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from
the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through-
out the route. The Dining Cars and Mountain Hotel on the route are owned by
the Company and their appliances and cuisine are unequalled.

The Steamers on the Pacific and all Day Sleeping and Dining Cars are comfortably
heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to
D. E. BROWN, General Agent.

Hongkong, September 6, 1893. 1663

SHARE LIST.—HONGKONG, SEPT. 27, 1893.

Stocks	No. of Shares	Value	Price	Change	Quotations
Hongkong and Shanghai S. Co.	30,000	\$	125	all	100% prem., sellers
New Issue					

Bank of China, Japan and Straits	99,875	\$	10 1/2	1 1/2	40 cents, sellers
Nat'l Bank of China, Limited	1,200	\$	11 1/2	1 1/2	120, sellers
Nat'l Bank of China, Limited	1,200	\$	11 1/2	1 1/2	8.10, 247, sellers

Japan Insurance Co., Ltd.	10,000	\$	250	5	\$115, sales
Japan Fire Insurance Co., Ltd.	24,000	\$	33 1/2	5	\$49, sales
Yokohama Specie Co., Ltd.	30,000	\$	10	1/2	\$115, buyers

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Yokohama Specie Co., Ltd.	30,000	\$	10	1
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